



CALIFORNIA HIGH-SPEED RAIL AUTHORITY

February 14, 2013

System Safety Program

SYSTEM SAFETY CONSIDERATIONS

Considers the safety of the System in totality, not just in sections or individual functions

1. Safety and Security Policy Statement
2. Hazard Management
3. Fire and Life Safety Program
4. Construction Safety



SAFETY AND SECURITY POLICY STATEMENT

Safety and Security Policy Statement

It is the policy of the California High-Speed Rail Authority (Authority) to perform work on the California High-Speed Train System (CHSTS) in a manner that ensures the safety and security of passengers, employees, contractors, emergency responders, and the public. The application of system safety and security comprises a fundamental hazard and vulnerability management process that incorporates the characteristics of planning, design, construction, testing, operational readiness, and subsequent operation of the high-speed rail system. Safety and security are priority considerations in the planning and execution of all work activities on the CHSTS.

All trains, facilities, systems and operational processes must be designed, constructed, and implemented in a manner that promotes the safety and security of persons and property. The design, construction, testing, and start-up of the CHSTS will comply with applicable safety and security laws, regulations, requirements and railroad industry practices. The Authority will maintain or improve upon the public transit and railroad industry standards for safety and security. Through the Reliability, Availability, Maintainability, and Safety (RAMS) Program a standard of safety will be established that is as safe as or safer than conventional U.S. railroad operations and in conformance with the best practices and standards for safety in the international high-speed rail industry. The design, construction, testing, and start-up of the CHSTS will be accomplished in compliance with this standard.

The Authority is committed to providing a safe and secure travel and work environment. Therefore, safety, accident prevention, and security breach prevention must be incorporated into the performance of every employee task. All Authority, Program Management Team, and contractor personnel, subcontractors and employees are charged with the responsibility for ensuring the safety and security of passengers, employees, contractors, emergency responders, and the public who come in contact with the CHSTS. Each individual and organization is responsible for hazard and vulnerability management, for applying the processes that are designed to ensure safety and security, and for maintaining established safety and security standards, consistent with their position and organizational function. Through a cooperative team effort and the systemic application of safety and security principles, the CHSTS will be designed, constructed, tested, and placed into service in a safe and secure manner.

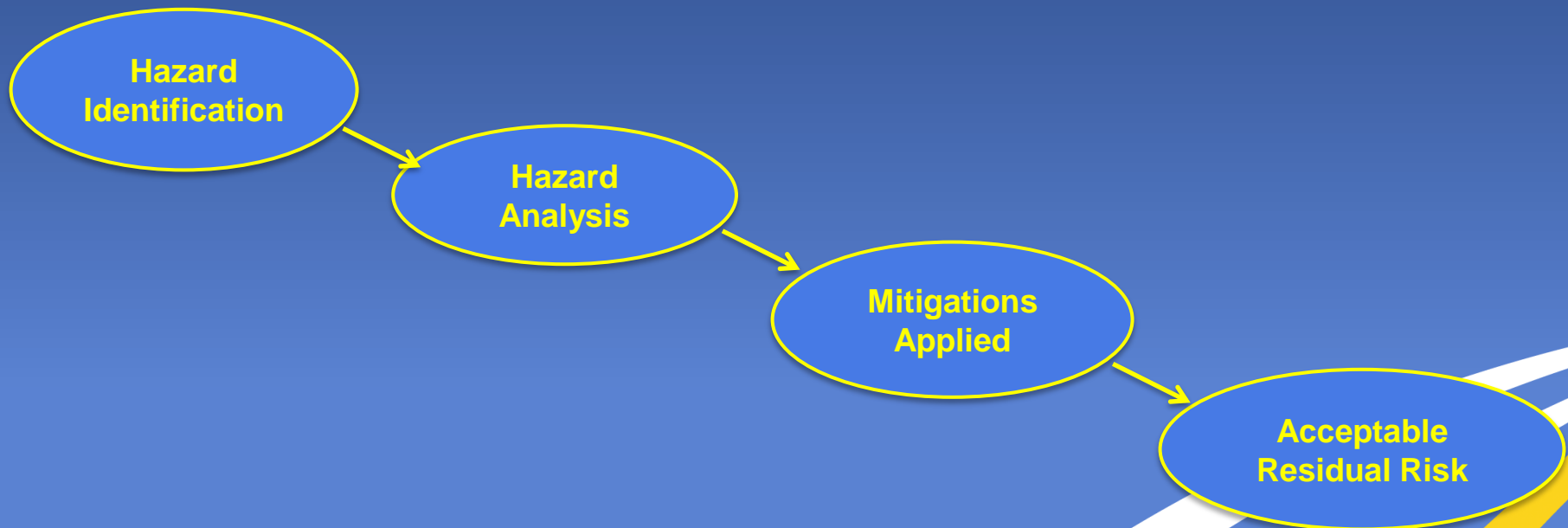

Jeffrey Morales, CEO
California High-Speed Rail Authority

12-5-12
Date

- Responsibility for safety and security is identified and delegated in the *Safety and Security Policy Statement*.
- Applies to all Authority employees, contractors, sub-contractors, and third parties who come in contact with the System and is included in the CP01 RFP.
- Establishes the safety and security of employees, contractors, passengers, and the general public as primary considerations for all persons or entities who are associated with the CA High-Speed Train System.

HAZARD MANAGEMENT PROGRAM

- Follows FRA-approved strategy of **risk-based hazard management** and the international approach to safety on high-speed rail systems known as *Common Safety Method*
- Workshops occur with discipline-specific technical experts to identify and analyze hazards and develop mitigations (engineering, operations, rolling stock specifications)
- Mitigations are incorporated into design criteria and system requirements that result in residual risk that is acceptable to the Authority
- *Prevention Through Design* is a fundamental principle of the hazard management program; that is the elimination of hazards through the design process



FIRE AND LIFE-SAFETY

Fire & Life-Safety & Security Program

- Identifies design criteria and system requirements that promote fire & life safety and security in system design, construction and implementation
- Initial outreach to emergency response agencies has begun in the Central Valley
- Regular quarterly meetings have been held for the Fire & Life-Safety and Security Committee, Fresno/Madera Region

Office of State Fire Marshal

- The authority having jurisdiction for fire & life-safety issues for CAHSRA
- Promotes a consistent, statewide approach to fire & life-safety
- Review of fire & life-safety strategies and preliminary designs, support for CAHSRA when meeting with local agencies



CONSTRUCTION SAFETY

- D/B Contractors are directly responsible for work-site safety
- Authority's Construction Management Team to include a Construction Safety Manager for review of jobsite safety
- Key areas of consideration include jobsite safety along active railroad and highway corridors
- The Authority is ultimately responsible, will have high-level oversight and periodic reports and jobsite inspections



SYSTEM SAFETY CONSIDERATIONS

Summary

1. ✓ The Safety and Security Policy Statement describes the guiding safety and security principles for the life-cycle of the Project. Submitted to the Authority for acceptance.
2. ✓ The Hazard Management Program, in conformance with Federal Railroad Administration guidance and best international practices, is an integral component of the process for developing system requirements, to certify the implementation of a safe and secure high-speed train system.
3. ✓ The Fire & Life-Safety and Security Program is under way in the Central Valley.
4. ✓ Construction safety will be the responsibility of the D/B Contractor, with review by the Construction Management Team and oversight by the Authority. Requirements have been included in the procurement documents.

